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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

COUNTRY USSR

REPORT N

SUBJECT Novorossisk - Port Conditions/Aids to Navigation/
Security/Condition of Piers/Ships ObservedPLACE ACQUIRED
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1. Arrival at Novorossisk - Aids to Navigation. Area in this report covered by US Naval Hydrographic Office [] When approaching Novorossisk the ship was boarded by a pilot [] 1954 at a position approximately 1.2 miles southwest of Doob Point and proceeded to anchorage in position 44°42.5'N, 37°50.2'E. A tug was used as a pilot boat and two guards accompanied the Pilot [] but did not board with him. [] passed to the east of "Middle Ground". The navigational light at Doob Point (44°37.6'N, 37°54.7'E), the range at Pensai Point (44°40.8'N, 37°52.9'E), and the lighted buoy at 44°39.7'N, 37°49.6'E, were reported to be in operation. The light at Sudzhukskaya Kosa (44°40.3'N, 37°48.7'E) has been discontinued.

Breakwater. Both the eastern and western moles were intact and the lights thereon were in operation.

Wrecks. [] two wrecks, each with only a small portion visible, in the area about 400 yards northwest of the coaling pier. There was no indication of activity in removing these wrecks.

No Gun Emplacements Noted. [] no gun emplacements either during the approach to the harbor or while in port.

2. Berth. The ship was berthed starboard side to the south side of pier #3 (the "elevator pier"). There we loaded a full cargo of grain in 48 hours. This cargo could have been loaded in less time were it not for the fact that the grain "trimmers" were used to unload passengers ships as they arrived in preference to our ship.

ONI review(s)
completed.

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3. Condition of Piers.

Cement Pier. [] not observe any activity on this pier. However, the cement works, which are located inland from the cement pier, were extremely active and work was in progress both night and day.

Coaling (Import) Pier. [] no activity on this pier except that it was used as a berth for two naval minesweepers [] entering the port.

Passenger Pier. This pier which shows [] as "fleet pier" has been demolished and no longer exists.

Oil Pier. Approximately 135 yards of the former pier extending out from the shore is still in existence. [] no activity on this pier.

Piers #1, #2 and #4. These three piers have not been rebuilt.

Pier #3 (elevator pier). [] All passenger vessels arriving are moored on the northeast side of this pier. The grain elevators on the pier are in fair condition, [] no use was being made of the railroad tracks. The ship was loaded by chutes; no cranes were in evidence. Fresh and boiler water are reportedly available at this pier. Cost and quantity were undetermined.

Pier #5. This pier is very active. Oil is piped to the pier from a tank farm about half a mile inland. [] two Italian and two Finnish cargo vessels loading fuel oil at this pier. [] several oil barges being towed by tugs which appeared to be in good condition. These barges were brought alongside the oil pier, loaded there and towed away again to unknown destinations.

Coasting Mole. [] no activity on the coasting mole.

4. Ships Observed.

Passenger Ships. Other than some small coastal passenger ships, which tied up on the northeast side of the elevator pier (pier #3), [] the Soviet vessel "ROSSIA". She appeared to be heavily loaded with passengers. [] informed that this vessel was in service between Novorossisk, Batum and Poti.

Cargo Vessels. Mention has already been made of the two Italian and two Finnish cargo vessels which were loading fuel oil at pier #5. []

a Turkish vessel, which [] was ex-German. [] she was about 25 years old. [] finished loading and moved out, she moved into the same berth and commenced loading grain.

Naval Vessels. The only naval vessels [] were the two naval minesweepers which were mentioned above as berthing at the coaling pier.

5. Security. [] was searched both on arrival and departure by a squad of seven or eight men. While [] at anchor two security boats patrolled around the ship. [] at the pier a total of three guards armed with pistols were on duty -- one stationed at the bow, one amidship and one aft. Everyone going ashore -- even if it was only to read the ship's draft -- had to have a pass issued by the gangway guard. Passports had to be carried for identification at all times.

6. General. [] several voyages to Novorossisk over the last few years [] any changes to port installations. It does not seem [] that the port has either improved or declined in the last few years. During this last stay the port seemed relatively quite active. Headquarters of the Agent (Inflot) are located between pier #1 and pier #2. The Harbor

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Master's office is located about 300 yards inland between piers #2 and #3.

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7. Clearing Port. After loading, the ship was anchored in the inner harbor. [REDACTED] had to stay at anchor there for two days while the necessary ship's papers were completed and signed. After arriving [REDACTED] got away [REDACTED] 1954.

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In Viet Nam, the ship was in the inner harbor, and the ship's papers were completed and signed. After arriving [REDACTED] got away [REDACTED] 1954.

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